A RECORD BREAKER.

Improvement in Railway Equipment Made in Late Years.

THE IRON HORSE.

FLYING THROUGH THE AIR.

Care Necessary in the Construction of Locomotives.

SPEED AND ACCIDENTS.



is always increasing.

The American tourist, who entertains his speed of the trains abroad, is ignorant of the fact that the best of the "foreign" engines are furnished from his own country. While to most Americans a locomotive is simply a locomotive, equipped with a boiler, headlight, tender, &c., yet it is worthy of statement that in one leading American establishment more than one thousand types of them are constructed, varying from the light logging machine to the enormous "Decapod," designed for hauling long trains of iron and coal up ardious mountain grades. At the Baidwin works more than one thousand completed iocomotives are slipped annually, the product exceeding three daily. It takes about three months to complete the ordinary engine from the time the order is placed with the factory. There could be no octier flustration of the financial condition and growth of the United States than this great and increasing output of locomotives, for the reason that railway companies do not, as a rule, pay in cash for their rolling stock, but purchase it with construction bonds, intending to make it pay for itself. Thus, the product important of the construction bonds, intending to make it pay for itself. Thus, the product important of the construction bonds, intending to make it pay for itself. Thus, the product important of the product exceeding three daily in the product exceeding three daily. Take the last four years for example: In 1889 there were 193 accidents, in 1890 there was an increase to 251, in 1891 the reason that railway companies do not, as a rule, pay in cash for their rolling stock, but purchase it with construction bonds, intending to make it pay for itself. Thus, the product measure of the conduction is producted. nut purchase it with construction bonds, natending to make it pay for itself. Thus, he product measures the expectation of the oad to have profitable transportation contracts. When an order for a locomotive is received at the shops draughtsmen submit designs to the intending purchaser, and if approved, the plans are the basis of the contract executed, and then the work is begun. In many of the largest establish-

there are numerous departments, art, working independently of the other lepartments and knowing nothing of their departments and knowing nothing of their operations. The various parts are finally assembled in the erecting shop, and there the machine assumes its proper form. By the use of electric cranes the boilers and other unwieldy materials are swing about in the air, and the heaviest completed locomotive is picked up by them bodily and shifted about at the will of the workmen. Throughout the country are many foundries engaged in making locomotive appliances, such as brakes, headlights, tires, safety valves, injectors, &c., which are bought by the shops and fitted in the erecting department. The locomotive works of America have sent ample exhibits to the world's fair, and there will be seen patterns of the best freight and passenger engines

These exhibits will be carefully noted by visiting railway men, for this country, by reason of its wide area and diversified geographical conditions, has called forth the production of locomotives adapted to every possible variety of service—the light, graceful flyer, whose prodigious drivers fit it for the competing express line runs, and the ponderous and powerful freight hauler up the mountain sides.

A duplicate of what is doubtless the fastest practical locomotive ever built will be seen at the fair. It is No. 459, built for the Central railroad of New Jersey.

Its mate, No. 35, on the same road, on the 19th of November last, under unfavorable conditions, made records for one, two and five miles which seem incredible, though they have been amply verified. Engine 35 was the first of a type of "Vauclain compound," with drivers six and a half feet in diameter, a tank capacity of 3,500 gallons, and weighing 124,000 pounds. On the 18th of November 35 had run a mile in 19 1-4 seconds, and it was for the purpose of seeing the performance repeated

ules are worthy of note. On March 18, of this year, Engine 838 on the Union Pacific fast mail, ran from Julesburg to North Platte, 81 miles, in 78 minutes; and on August 13, 1890, Engine 818, same line, ran from North Platte to Grand Island, 138 miles, in 143 minutes, including stops. The Union Pacific builds its own engines. The fast mail is made of two mail cars and a baggage car, and the road receives a bonus from the government for special expedition. In order to make its time its flight must take it up and down the Rockies like a roller coaster. The schedule of No. 2 limited coming eastward from Ogden to Omaha, drawing ten cars, 1,031 miles, across Sherman Hill in 31 hours, is a very creditable one, while that from Omaha to Denver, 569 miles, with six cars, making eighteen stops, in 14 hours, is about as good as can be found anywhere in the

Care in Construction. in safety endure such strains upon them. The reason is that every part of the mate

Danger of Accidents.

friends with accounts of the great of the trains abroad, is ignorant of traveling at the rate of seventy-five miles





that a party of experts accompanied the train on its next regular run from Philadelphia to Jersey City. It had rained hard during the day, and the tracks were still wet when the depot at 9th and Green streets was left behind. The boilers showed a pressure of 130 pounds, which did not vary during the run. At its highest speed there was no perceptible change in vibration. Between Somerton and Parkland. 325 was limbered up, and for five miles the longest time for a single mile was 42 seconds. The first mile was covered in 42 seconds, the second in 41, the two following in 40, and the fifth in 42, thus making five miles in 3 minutes and 25 seconds.

"Now watch her," said the engineer, as Fanwood was passed. When 335 was given her head the sensation of the men in the cab was that of being hurled through the rushing winds. The first mile was run in 37 seconds, and the second in 38 seconds; and these records for one, two and five miles have probably never been equaled. Claims have since then been made of slightly better speed, but they are not well supported, although some pains have been taken to get the facts; and it is generally

The HE K BUILT.

Competition, a principal inducement to greater speed would be avoided; but until that time shall come we shall certainly see from the time to time repress of faster and faster locomotives. In the work, as here-tofore, American master mechanics will continue to far outstrip the world.

HE KNEW HIS BURDEN.

Running for Congress Had No Attractions for Him.

From the Detroit Free Press.

A gentleman not at all wealthy, who had at one time represented in Congress through a couple of terms a district not far from the national capital, moved to California, where in a year or so he became sufficiently prominent to become a congressional subject, and he was visited by the central committee to be talked to.

"We want you," said the spokesman, "to accept the nomination for Congress."

It is natural to ask how locomotives can ANY OF US CAN recall a boylsh idolatry for that splendids servant, the railway locomotive, and an ambition to sit some day in the eab and direct its flight along the gleaming rails, home so well combined by the triumphs of modern mechanics.

There is no achievement of which Americans may feel more justly proud than the remarkable progress made of late years in improvement of railway equipment, and especially in the matter of better and safer locomotives. Today American engines are sought by progressive railway men throughout the we'ld. Hundreds are annually exported, going to every portion of the globe, from Norway to Palestine, from Brazil to New Zealand, wherever the beneticent iron bonds penetrate, and the demand for them is always increasing.

The American tourist, who entertains his home friends with accounts of the great the stores of the great three directions of the great target of accounts of the great target and to sak now in sech static every part of the matter as is the machanism of a fine repeater watch. The bolier sheets are separately tested, and a thin strip cut from each street with the grain, of twenty-five tons, and an elongation of not less than' one-fifth. Brass or copper tubes must be of uniform thickness and soind-drawn. From the tube under test a plece four inches long is cut, annealed, sawn lengthwise and then doubled inside out, and it is rejected if it shows signs of reaks in this operation, and so on, down through all the materials used. The cost of the best express locomotive now in use is about \$10,000.

Although these modern flyers are capable out, and it is rejected if it shows signs of reaks in this operation, and so on, down through all the materials used. The cost of which have been so well combined by the triumphs of modern mechanics.

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central committee to be talked to.
"We want you," said the spokesman,
"to accept the nomination for Congress."

Special Correspondence of The Evening Star.
Rome, July 20, 1893.
HERE ARE EVENings in Rome when the hotel parlor conversation palls, when female appreciations of art and archaeology fall almost unheeded upon the too accustomed ear. In the Concerto delle Varieta they will give you beer and let you smoke. The floor is maible, black and white, and the hundred thy tables are topped with the same cool stone. The orchestra is fenced off with brass rails, which glitter fiercely in the crude electric light.

America would have hissed him from the stage. But in Rome theas things have come with the telephone and the electric light.

The fat French girl came on now to be hissed instead. Her dress was made of green silk. Her self-possession was remarkable. She was quick, yet not too quick; each gesture was a necessary one, each intonation, each lifting of the eyes, each smile was in its place. Her face was roguish and delightful and her body was one solid chunk. But her green dress shined in vain and all her bravery was useless against the Triple Alliance and United Italy.

The intermission finds the waiters bustling about aggressively. It is to stir the Roman conscience. Otherwise the greater part of the audience would sit contentedly behind their first half-emptied glasses nil the evening—as many of them do. Coffee and tobacco are two things in Jemand. Tobacco is a government monoply in Italy and on the whole its quality is bad. There is a certain sweet, light pipe tobacco, something like the Turkish, which they call Trinciato dolce. Its price is moderate and it is good. They also have cigarettes scarcely inferior to the Egyptian cigarettes scarcely inferior to the Egyptian cigarettes

glitter fiercely in the crude electric light. The walls are hidden by long mirrors, though the interior looks like a church—it has a nave and two side aisles, with the ceiling in a Roman arch.

The colors are white and gold, and the

drop-curtain has a background of the blue of Roman skies. The two brown girls reposing voluptuously on a bank of clouds mean nothing in this classic city, where models may be found in every doorway; the songs which one may hear from Latin lips are also beautifully bare.

are also beautifully bare.

The orchestra plays well. There are a trombone, a cornet, four violins, a clarionette, a flute and two large double basses. They play Suppe, the Wiener Jubilee; and a little study of the program and the faces round about among the audience will show the hand of Austria still hard upon Italians. The beer you drink is imitation Pilsen, brewed in Rome by southern Germans; two of the performers sing in the language of Vienna, and at your right and left you hear the German tongue.



The first singer is a Viennese girl. She has almost an English style in comparison with the Roman types around us. She is the stiff and takes the audience into her confidence. Her dress is like the coming confidence. Her dress is like the coming confidence. Her dress is like the coming confidence in the pass dequater of the confidence. Her dress is like the coming confidence in the pass departed in the pass of the sail to be a rail to





A ROMAN MUSIC HALL

The Popular Kind of Entertainment in the Ancient City.

The Popular Kind of Entertainment in the Ancient City.

PERFORMERS AND AUDIENCE.

The Difference Between the French,
Austrian and Italian.

The Buffo And MADAME.

The Buffo And MADAME.

The Buffo And MADAME.

The Buffo And MADAME.

The Special Correspondence of The Evaplus State.

The fat French, girl came on now to be

The fat French, girl came on now to be



The French Girl.

On the whole, the entertainment, if it is not the whole, the entertainment of the street of the property and the policy of the street of the property and the policy of the street of the property and the policy of the street of the policy of the polic

One Glass of Beer for the Evening.
of commerce. But the cigars and dark tobacco are without flavor and are strong to
rankness. The commonest kind is like a
Pittsburg stogie, long and slender. A straw
runs through its center like a chimney, to
give a chance for draught. When you buy
one of these the custodian of tobacco
brings a candle with a small iron oracket
at its side, which sticks out like an arm.
You let the cigar rest on this bracket with
its end in the flame and turn your attention to the stage again or read the paper.
In about four minutes the cigar takes live,
smouldering odoriferously. Grasp it quickly and begin sucking at the other end.

The Audience.

The Audience. Among the audience the ordinary Roman man looks more like an American than a Frenchman or German. Part of this is Frenchman or German. Part of this is due to his dress but more to his manner. Like the American the Italian finds it difficult to come under discipline. His ways are easy and unconventional; he is very democratic and has few set forms. The men in the audience wear sack coats and bright neckties. They cross their legs and lean back carelessly. They are talking all the time, but in low tones. The only exceptions are the exquisites, with dress and airs completely modeled after Paris, which is their Mecca. Sometimes the imitation is so good that the Parisian is outdone. It is well for every people to stick to their own ways.

One Glass of Beer for the Evening.



The Operatic Failure. The next upon the stage are two strong The German Language is Heard.

twenty years, who smiled her best and tried to please, is a flower of human nature which develops best among the Latin races. Before, however, they had the chance of hooting off the French girl, the makers of a Roman holiday presented an Italian buffo to the audience.

The Buffo.

A buffo is a comic singer in the old Italian style, which was a good style. Signor Belfore was tall, muscular and active. His red face bore a black mustache in his first piece and appeared smooth later on; his pleasantries were sly and mischievous, his voice magnificent and his acting excellent. Both in his singing and his acting there were tricks of faint exaggerasisters, who lift weights, and after them



Chains have since then been made of emproved anthrough some plans have been taken to get the face; and it is generally represented by the committee of the talked to committee to be talked to committee Belfiore comes out again with something even better than himself. Madame is pure and in harmony.





dyspepsia, liver complaint and nervous weakness

AUCTION SALES.

FUTURE DAYS. C. G. SLOAN & CO., Auctioneers, 1407 G st. n.w. Successors to Latimer & Sloan. SALE OF CAST AND WROUGHT IRON, OLD
BRASS, LOT BARRELS, &c., BY ORDER OF
THE DISTRICT GOVERNMENT.
On FRIDAY, AUGUST FOURTH, 1893, AT
TWELVE M., at the pumping station, 16th and U
streets northwest we will sell to the highest bidder
ABOUT 20,000 FOUNDS CAST IRON,
LOT BRASS, OLD BARRELS, &c., &c.
Terms cash. Terms cash.

By order of the Commissioners of the District of Columbia.

O. G. SLOAN & CO.,

1/30-dts

DUNCANSON BROS., AUCTIONEERS.

9TH AND D STS. N.W.

C. G. SLOAN & CO., Anctioneers, 1407 G st. (Successors to Latimer & Sloan).

AUCTION SALES.

FUTURE DAYS. C. G. SLOAN & CO., Auctioneers, 1407 Gst. GOVERNMENT SALE OF ABOUT 88,332 POUNDS

On WEDNESDAY, AUGUST SECOND, 1893, at TWELVE O'CLOCK M., at the warehouse of Danenhower & Co., corner of Virginia and New Jersey ares a. e., we will sell for the Department of the Interior shou;

88,332 POUNDS OF WASTE PAPER.

DUNCANSON BROS., AUCTIONEERS.
DUNCANSON BROS., AUCTIONEERS.
TRUSTEES' SALE OF TWO-STORY BRICK DWELLING NO. 611 F STREET NOTHEAST.
By vitue of a deed of trust to us bearing date June.
11. A. D., 189., recorded in Liber 1494, folio 213 et seq., of the land records of he District of Columbia, and at the request of the party secured thereby, we will sell at public auction, in front of the premises, on THU-SDAY. THE TENTH DAY OF AUGUST. A. D. 1833, at HALE-PAST FOUR O'CLOCK P. M., the tollowing described piece or parcel of land, situate in the city of Washington. District of Columbia, known and distinguished as and being lot numbered 122 of the National Capitol Investment Company's subdivision of lots in square numbered S01, as the same is recorded in Liber 17, folio 30 of the records of he surveyor's office of the District of Columbia, together with the improvements thereon, consisting of a two-story brick—welling numbered 611 F street northeast.

Terms of sale: One-third of the purchase money in cash, balance in three equal installments in six, twelve and eighteen months, with interest at 6 per cent per annum, payable semi-annually, secured by deed of trust on the property soid, or all cash, at the option of the ourchaser. All conveyancing and records of the purchaser cost. A depoid of \$200 will be required at date of sale. Terms of sale to be complied with in ten days from date of sale, otherwise the treatest reserve the right to recell the property at the risk and cost of defaucting purchaser or purchasers.

JY28-eo ALDIS B. BROWNE, Trustees.

THOMAS DOWLING & SON, Auctoneers, 1978.

Like the American the Italian finds it different the Italian finds it different the Company of t

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DUNCANSON BROS., Auctioneers.

TRUSTERS SALE OF VALUABLE IMPROVED REAL ESTATE ON THE GROUNGETOWN AND THE FORMER AT THE IN. BY VITUE OF a deed of trust duly recorded in Liber BY VITUE OF THE LOUGHBOROUGH AND THE FORMER AT THE IN. BY VITUE OF a deed of trust duly recorded in Liber BY VITUE OF A DESCRIPTION OF THE LOUGHBOROUGH AND THE THE DAY OF A TOURTY, A.D. ISSN TOOLOGY OF THE LOUGHBOROUGH AND THE THE DAY OF A TOURTY, A.D. ISSN TENDER THE OWN THE THE DAY OF A TOURTY, A.D. ISSN TENDER THE OWN THE THE DAY OF A TOURTY, A.D. ISSN TENDER THE OWN THE THE DAY OF A TOURTY, A.D. ISSN TENDER THE OWN THE THE DAY OF A TOURTY, A.D. ISSN TENDER THE OWN THE THE DAY OF A TOURTY, A.D. ISSN TENDER THE OWN THE THE DAY OF A TOURTY, A.D. ISSN TENDER THE OWN THE THE DAY OF A TOURTY, A.D. ISSN TENDER THE OWN THE THE DAY OF A TOURTY AND THE THE THE DAY OF A TOURTY AND THE THE THE D

The E. A. BUTTS CO. will give the above prize to the person sending in the greatest number of words made up from the letters in the words BUTTS' BROMO LITHIA, using the letters as many times as is wished, but not to use the same letters in making any word more times than it appears in BUTTS' BROMO LITHIA.

All answers to this offer must be addressed to the

Pach answer must be accompanied by a LABEL taken from a bottle of BUTTS' 1-ROMO LITHIA.

No limit to the number of trials under the same signature.
BUTTS' BROMO LITHIA cures headache where all

other bromos fail.

For sale by all druggists. Price, 10 cents. 3720 You Need These!

"Eddy" Refrixerators are so perfect that there are none equal to them. Have dry air

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WHEN IN DOUBT AS TO WHERE to go for a cocl, comfortable, any room and first-class table board choose the "ELSMERE"—the hotel home of our lead-

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for we sell Furniture and Carpets just as cheap on
credit as other folks do for cash—we won't sek you
to sign a note—nor there won't be a disagreeable
feature in the whole transaction.

Our furniture is up to date—thoroughly med-

We have an immense variety of Parlor Furniture for you to select from—Wilton Rug. Tapestry. Brocatelle, Gilt, &c. One of our great offers is the choice between a seven-vice Parlor Suite in plush or hair-cloth, for \$22.50. We sell a Solid Oak Bed Room Suite for \$13—bevel glass in bureau. The Brussels Carpet for your parlor need not cost but 50 cents per yard. Ingrain Carpets, 35 cents per yard. We, and we alone, make and lay all carpet free of cost. No charge for waste in matching figures. We sell a six-foot Oak Extension Table for \$3.50. A forty-pound Hair Mattress for \$7. Woven Wire Springs. \$1.75. Get whatever you need. We'll help you to arrange the payments satisfactorily. A little money once a week or once a month will do first rate. Pay just what you can apare conveniently.

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DRY GOODS DEALERS.
1316 7th st. n. w.,
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ID. OAK ANTIQUE FINISH FOLDING there are none equal to them. Have dry air circulation. Consume the minimum of ice. Have slate stone shelves. We're sole agents.

You can make your own ice cream and save haif your money—if you own a freezer. We have them—2-qt. sort at \$1.75.

Make the collection of garbare easy for the collectors and lessen the danger of creating disease and slekness by providing the proper receptacle for the garbare.

SOLID OAK ANTIQUE FINISH FOLDING MUSIC ON NEWSPAPER RACKS, SOLI OAK ANTIQUE FINISH FOLDING MUSIC ON NEWSPAPER RACKS.

These attractive as well as useful pieces of furniture are not for sale, but we propose to give shoun to our customers without cost.

Please call and set a card and circular which will explain the pion on which we present them. In addition to the above attractions we are selling PARA-SOLS and UMBRELLAS one-fourth off of regular price.

Besutiful line of PERCALES just received.

with in fifteen (15) days from sale, or the trustees reserve the right to reseil at the risk and cost of defaulting purchaser or purchasers. All conveyancing and recording at purchaser's or purchaser's cost.

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BEST SUBSTITUTE OF TRUSTEES.

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WITH TRUSTEES.

BOYS WAISTS and UMBRELLAS one-fourth off of regular prices.

Best Substituted from Garbage Cana, with top, 65c. and up.

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BOYS WAISTS and ENEE PANTS.

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SHIRTS, 25c. A splendid UNLAUNDERED SHIRT, 50c.